THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATARAYA): (a) No, Sir.

(b) and (c) Instructions exist in the form of codes and manuals *e.g.* Accident Manual, Indian Railway P. way Manual etc. These are supplemented from time to time,as the need arises.

(d) Action, for imposing punishments to various levels of officers and staff, is taken in conformity with the responsibility as arrived at by the enquiry reports. So far, punishment has been awarded to Officers, Permanent way inspectors and other Permanent way staff, wherever, they were found responsible for lapses as per norms. The General Managers (GM) and the Divisional Railway Managers (DRM) are the highest ranked officers of the Zone and the Division respectively, who are responsible for the entirely of activities carried on in their Zone/Division. The enquiry reports have not fixed personal responsibility with GM/DRM in derailment cases so far. No action has, therefore, been taken against General Managers and Divisional Railway Managers so far.

Rail Track between Amethi and Shahganj

408. SHRI RAJNATH SINGH 'SURYA': Will the Minister of RAILWAYS be pleased to state:

(a) whether a feasibility study was done for laying rail track between Amethi and Shahganj railway stations *via* Sultanpur Junction;

(b) if so, when the results thereof; and

(c) what is Government's reaction to such proposals/findings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Survey for construction of new broad gauge line from Amethi to Shahganj *via* Sultanpur (107.9 Kms.) was conducted in March, 2002. As per survey report, the cost of construction of this rail line has been assessed as Rs. 222.18 crore with a negative rate of return. In view of constraint of resources and unviable nature, it has not been found feasible to consider taking up this project.

Declining budgetary support for railway projects

†409. SHRI JANESHWAR MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that budgetary support for various Railway projects is continuously decreasing and its market debt is rising sharply,

†Original notice of the question was received in Hindi.

which is not only affecting all the old projects, but has put a question mark on new projects as well;

(b) if so, the details thereof;

(c) the measures being taken by Government to complete the old and the new railway projects; and

(d) the project-wise/State-wise/zone-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) Does not arise.

(c) In order to complete the ongoing Railway projects, Plan funds are being augmented by increased budgetary support from the Union Exchequer, exploring the possibility of funding from multilateral/bilateral funding agencies, participation of State Governments in Railway projects, formation of joint ventures with private parties and through Build Own Transfer (BTO) schemes.

(d) Allocation of funds to each project is contained in the budget documents placed before the House during the Budget session.

Expansion of Ayodhya railway station

410. SHRI RAJNATH SINGH 'SURYA': Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any proposal for expansion of Ayodhya railway station in Faizabad district;

(b) if so, the details thereof;

(c) by when, it is likely to be taken up; and

(d) if the answer to part (a) above be in the negative, whether Government would consider any such proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) Ayodhya station will become a junction station when the new line from Katra (North-Eastern Railway) to Ayodhya is opened. This new lines is sanctioned work at the cost of Rs. 80.72 crores. The amount, sanctioned